

SECURITY OF THE LIVES OF PASSENGERS ON BOARD OF
VESSELS PROPELLED IN WHOLE OR IN PART BY
STEAM.

[To accompany Bill H. R. No. 114.]

MARCH 1, 1860.

Mr. ELIHU B. WASHBURN, from the Committee on Commerce, made
the following

REPORT.

*The Committee on Commerce, to whom was referred House bill No. 114
“further to provide for the better security of the lives of passengers
on board of vessels propelled in whole or in part by steam,” report :*

That they have had the subject under consideration, and recom-
mend the passage of the bill accompanying this report.

This bill embraces some thirty sections ; and for the better under-
standing of the propriety of its general provisions, your committee
would briefly trace the history of legislation upon the matters em-
braced therein.

The first act passed by Congress having for a special object “the
better security of the lives of passengers on board of vessels propelled
in whole or in part by steam,” is the act of July 7, 1838, to which
the several acts passed subsequently have been amendments.

By the provisions of this act the hulls of steamers were required to
be inspected at least once in twelve months, and their boilers and
machinery once in six months. Its provisions are very general, and
the penalties imposed were of so general a character that they were
but seldom enforced. The inspectors under this act were appointed by
the district judges of the United States, and no part of the fees re-
ceived by the inspectors went into the United States treasury, but the
whole was paid to the inspectors as their compensation.

With the exception of some few of the more important ports, the
fees so received were entirely insufficient for compensation of compe-
tent men as inspectors, and the result has been that, in a majority of
cases, the persons so appointed have been incompetent, and in some
cases persons have been appointed having very little, if any, know-
ledge of steam vessels or their machinery.

The fees, even in the larger ports, were entirely inadequate to
compensate for the time and labor required for a *thorough* inspection ;
consequently, in most cases it has been of the most superficial charac-
ter, and the act became in a great degree a dead letter.

From these and other causes this act in a great measure failed to

effect the object contemplated by its framers, and there have from time to time been amendatory acts passed with the view of supplying in some degree the deficiencies which had become apparent in the original act.

Of these, one passed March 3, 1843, provided for additional steering apparatus, which might be resorted to in case of the usual apparatus being inaccessible on account of fire, and it also relieved freighting steamers of the northern lakes from some of the provisions of the act of July 7, 1838.

An act passed March 3, 1849, provided that a certain system of lights should be carried during the night by steamers and other vessels navigating the northern and western lakes, but this provision did not apply to the vessels of any other section of the country.

Congress having their attention called to the matter, and finding that the acts already passed failed to secure that safety to the lives of passengers contemplated, and, further, that the loss of life on board of steamers, so far from being diminished, was increasing in an alarming degree, turned their attention during the session of 1851 and 1852, anew to the subject, and framed and passed the act of August 30, 1852, consisting of forty-four sections. This act was intended to be very complete in all its provisions; but as many of them were quite novel, and also from the fact that the bill underwent many changes and modifications during its passage through the two houses to its final adoption, it is ambiguous in many respects, and some portions are drawn in such general terms that their provisions can only be enforced by the inspectors by an interpretation of the law in consonance with its general spirit and object, rather than by its strict letter.

That this act has, however, not entirely failed of securing the object for which it was passed is evident from the decreased loss of life and property since it went into operation, as compared with such loss previously.

That the principle upon which that act was framed is correct, your committee have no doubt; the providing a supervising board of inspectors to direct and control the inspections in the various parts of the country in such manner as to secure uniform practice in the local boards, we deem to be an all-important feature. Without such supervision, or some provision which would be equivalent to it, there would almost of necessity occur between the local boards such different interpretation of the law, and the proper mode of executing it, as would lead to constant clashing between different local boards—one board nullifying or condemning the action of another in such manner and to such degree as would be at least highly prejudicial to the usefulness and successful working of the law.

That this act of August 30, 1852, has been beneficial in its results, has been satisfactorily shown by the annual reports of the board of supervising inspectors; but, without referring to previous reports, we will simply quote some passages from their last official report, made in October, 1857.

The tables given below of the loss of life by the explosion of boilers on passenger steamers for four years immediately prior to the act of August 30, 1852, compared with similar losses during four years sub-

sequent to the passage of that act, we think show conclusively the good effects which have resulted therefrom.

These tables are necessarily confined to loss of life upon the western rivers, as we have no statistics of the loss during that period on the northern and eastern waters.

"Table of loss of life, for four years prior to the passage of the law, on western waters."

This table has been compiled from Lloyd's Steamboat Directory of Disasters on the Western Waters, and embraces the four years immediately preceding the passage of the steamboat law; that is, from 1848 to 1852, both years inclusive. This is the best and most reliable source from which this information can be procured; it is well known, however, that even this does not embrace all of the disasters that occurred during that time; indeed, there are comparatively few of the collisions and other disasters of like character given, and members of this board well remember several very disastrous explosions that took place which are not enumerated in that work:

In 1849 the explosions were.....	8	Lives lost.....	483
In 1850 the explosions were.....	13	Lives lost.....	284
In 1851 the explosions were.....	5	Lives lost.....	152
In 1852 the explosions were.....	18	Lives lost.....	395
	<hr/>		
	44		1,014
	<hr/>		

"Table of loss of life for four years subsequent to the passage of the law."

In 1854 the explosions were.....	2	Lives lost.....	72
In 1855 the explosions were.....	2	Lives lost.....	35
In 1856 the explosions were.....	2	Lives lost.....	14
In 1857 the explosions were.....	1	Lives lost.....	11
	<hr/>		
	7		132
	<hr/>		

"By other disasters, collisions, fire, sinking, &c., there have been lost during the same time 214 lives, making a total loss of life for the four years of 346.

"By an examination of these statements we find that, for four years prior to the passage of the steamboat act, we have accounts of loss of 1,571 lives; and for the four years since said passage, the total loss of life on the western rivers is 345, leaving a difference of 226 lives. This, however, does not represent relatively the correct proportion, as it should be borne in mind that there has been a very large increase of the steam marine on the western rivers during the time for which the statement has been prepared.

"With these facts before us, we conceive that the beneficial effect of the law can no longer be a matter of doubt.

"In regard to the necessity of the inspections and tests required by the law, the experience of every board of inspectors will furnish instances during every year of defects of both material and workmanship discovered and remedied, and of deficiencies ascertained and supplied, which otherwise must have resulted at some period in serious accidents, had not such inspections been made; indeed, the necessity for the hydrostatic test of boilers to their safety is now so generally recognized, that it has become very common in some sections, when making contracts for the construction of boilers for other purposes than for passenger steamers, and which do not come within the scope of the law, to insert a clause requiring that such boilers shall be submitted to and guaranteed to stand the hydrostatic test; and we are firmly of the opinion that no one provision of the act of Congress has been more salutary, or had greater influence in doing away with those terrible and heartrending disasters formerly of so frequent occurrence, than that requiring the boilers to be so tested before being applied to use. Such accidents, arising from defects in boilers or machinery, have, indeed, become very unfrequent, and have been gradually lessened, both in numbers and importance, as the beneficial influence of law has been extended."

By the official reports of the supervising board, it is evident that accidents from the explosion of boilers, collapses of flues, and the giving way of various portions of the steam machinery, have become comparatively quite unfrequent. They say:

"It will also be observed by the statement that accidents by explosions have been very rare the past year. But three explosions have occurred, by which the lives of three passengers and fourteen of the crews have been lost. So far as statistics furnish information to the board, we are not aware of but two explosions of the boilers of a steamboat constructed under the regulations established by the law of 1852."

They also say that the accidents now most frequent and disastrous are those from fire and collision. In their last report they state:

"The accidents now most frequent and destructive are those by fire and collision. The frequency of those by fire the board have sought anxiously to reduce, by passing such regulations from time to time as experience and the facts attending new cases suggested as beneficial. But we are satisfied that our ability to reduce their frequency, or limit in any degree their destructive or fatal results, is confined mainly to preventive means, and the co-operation of parties interested in keeping those means at all times in efficient condition."

In reference to collisions, they say:

"Accidents by collision, though much less frequent than formerly, still continue to occur, and often with the most disastrous results. These collisions, however, more frequently occur between passenger and uninspected steamers, or other vessels, than between inspected passenger steamers; and the frequency of collisions thus occurring with uninspected steamers or other vessels cannot be affected by any action of this board, except so far as such action may influence and control the management of the inspected steamer. Collisions between two inspected steamers, comparatively, occur but seldom, and we have

no doubt will still be more unfrequent as remedial measures, suggested by experience, shall be brought into force by action of law."

And again:

"We would here state, in regard to accidents by collision, that the table accompanying shows conclusively that, of the great loss of life and property, collision has been the most fruitful source. Further, that collisions between inspected steamers rarely occur, but that the great majority of accidents of this character are with uninspected steamers or sailing vessels. When occurring with uninspected steamers, the cause is frequently an utter disregard by such steamers of the rules imposed upon those inspected under the law. When occurring with sailing vessels, it is most frequently in the night, and in consequence of the vessel showing no light, or, if shown, it is done only when the danger of collision becomes imminent, and too late to be avoided."

It appears, also, by the same report, that the number of passenger steamers inspected during the previous year, and reported to the board, was 1,122, the tonnage of which was 460,370 tons, and that there were licensed 2,519 pilots and 2,653 engineers.

The report of the board of supervising inspectors for the past year, (1859,) which is appended hereto, and to which we refer, reaffirms the beneficial operation of the law, and the evident necessity of some amendments and additions thereto, to the full attainment of the expected results.

The act of August 30, 1852, has now been in force over six years, and it is not a matter of surprise that experience, in carrying out its provisions during that time, has brought to light many features which may be advantageously changed or modified, and also deficiencies which should be supplied. The objects of the bill which your committee present with this report are, to supply such deficiencies, make such modifications and additions, clear up such ambiguities, and extend the application of the act of August 30, 1852, as experience has shown to be necessary or desirable to attain fully the object contemplated.

The necessity for the provisions of the several sections of the bill we will, however, briefly set forth.

Sections 1 and 2.—The ferry boats referred to in these sections are largely engaged in carrying passengers, and are more liable to some classes of accidents than the ordinary passenger steamers. The inspection of these boats required by the law of 1838 does not secure the safety desired, and is ineffectual for the objects contemplated; and the system of inspection being different from that under the law of 1852, the uniformity desirable for the most beneficial results are not secured. It is necessary to bring these boats under the law of 1852, not only for the safety of passengers on board, but also for the safety of those on passenger steamers also. The many accidents to ferry boats are an evidence of this necessity.

The same reasons apply to the tug, tow, and freight boats, with the additional one that these vessels are less under the eye of the inspectors than the former, and is, therefore, the stronger reason why they should be brought under the law of 1852. It is also highly im-

important to the safety of passenger steamers that they should carry their lights in compliance with the system established for passenger steamers, and also be governed by the same rules for signalling in meeting and passing each other.

These vessels are now controlled by officers not amenable to punishment for any of the usual accidents occurring through negligence or carelessness to steamboats by collision, while the conduct of those of passenger steamers is subject to immediate investigation, and, if found guilty of incompetency, carelessness, or recklessness, to prompt punishment.

The officers of steamers not coming under the law are fully aware of this state of things, and the result is, that they throw the whole of the trouble and responsibility of avoiding collisions upon the officers of inspected steamers.

We do not by this intend to have it inferred that in all cases of collision between passenger steamers and other classes of steamers the case is such as here represented, but that in many cases it is so cannot be disputed.

The fees fixed in this section are made but one-half that of passenger steamers, that it may not bear too heavily upon this description of vessels; and, if so fixed, so far from becoming burdensome, will, on the average, be less per annum than required by the law of 1838, to which they are now subjected; and further, these fees will go into the treasury of the United States, whereas, under the law of 1838, they are retained by the inspectors.

Section 3.—This section first provides a check upon certain evasions of the law of 1852, and is to guard against advantage being taken of certain ambiguities in that law, and at the same time provide for a safe stowage and carriage of dangerous articles.

Section 4.—This section provides for an increased penalty, in certain aggravated cases of defiance of the provision of the law of 1852 in the matter of carrying gunpowder, by carrying it in large quantities, and at the same time submitting to and paying the small fine imposed.

Section 5.—This section is to provide against attempts to evade the law of 1852, by fraudulently shipping gunpowder under other names and forms, whereby its proper and careful stowage is not secured, and its transportation may become exceedingly dangerous to the steamer and all on board.

Section 6.—This section is intended to guard against another mode of evading the law of 1852 in regard to carrying gunpowder, if possible more dangerous than if carried on board the steamer.

Section 7.—Experience has shown that the fusible alloys cannot be relied upon to fuse at all times at the point indicated, and the tin plug is provided as an additional security.

Section 8.—This section is to provide for stamping the thickness upon boiler-plates; as well as the quality of the iron. This is found necessary, as in many forms of boilers it is almost impossible to gauge the thickness of many portions after the boilers are constructed; it also removes an ambiguity in defining the tensile strain to which the iron of steam-boilers are subjected when in actual use.

Section 9.—This section is intended to provide a system of lights for sailing vessels, and also to compel the exhibition of lights during the night season upon rafts, boats, and other craft, not included in any previous provisions of law.

Such a system, and compulsory exhibition of light, are necessary, not only for the protection of vessels and other craft, but also to guard more effectually against passenger steamers coming in collision with them.

The object of the whole section is, if possible, by these means to reduce the number of serious and frequently fatal accidents by collision, and which now compose so large a proportion of fatal accidents to passenger steamers.

Section 10.—This section provides for the introduction of water-tight bulkheads in ocean going steamers, and all other passenger steamers except those employed exclusively on rivers. The importance of this provision is made apparent by recent cases of accident, in which many lives would undoubtedly have been saved had the vessels been provided with such bulkheads; also by the fact that cases have occurred where, by these means, in accidents by collision, all on board have been saved.

Section 11.—The act of the 30th day of August, 1852, made no specific provision for a suitable number of pumps for discharging water from the vessel, and to be worked by manual labor in case of accident or leakage. This section is intended to supply the deficiency, and to add to the security by the introduction of these pumps into the compartments formed by the introduction of water-tight bulkheads.

Section 12.—This section relates to more specific requirements in regard to fitting out steamers, and the provisions are considered necessary in order to attain, in a greater degree, that security to life which is desirable on board steamers, and further to provide the means of escape and safety in case of accident.

Section 13.—This is to provide for a limit to the number of passengers on ocean going steamers in order to avoid that excessive overcrowding of passengers on the steamers of some of our ocean routes, which has been the subject of so much complaint. The number allowed is believed to be the maximum that could be with safety permitted.

Section 14 provides for the boats to be carried on ocean going steamers, with their location on board, and outfits to be ready for use in case of disaster, and also providing that all boats shall be so carried as to be readily available in case of accident.

Section 15.—This section provides for a more thorough inspection of sea going steamers at least once during the first five years of their use, the object being to guard against latent defects arising from rot, which may seriously affect the seaworthiness and safety of the vessel. Instances within the experience of inspectors can be cited to show the necessity of this provision.

Section 16—This section merely carries out more thoroughly the principle contained in the 22d section of the law of 1852, that no certificate of inspection shall be granted by any person directly or indirectly interested.

Sections 17, 18, and 19.—The provisions of these sections are con-

sidered necessary on account of the large increase of the steam marine of the Pacific coast since the act of 1852, and the extent of navigable waters upon which such steam marine is employed.

These sections also provide for an increase in the number of local boards at some ports not designated in the law of 1852. This will be the more necessary upon the passage of the bill reported herewith, as in many cases the amount of labor thrown upon the inspectors will be increased to more than double that heretofore by including the steamers mentioned in the first section of the bill.

Section 20 provides for contingencies that may occur by the death, illness, or resignation of one member of any local board, which, under the law of 1852, would render it impossible for a collector to issue legal licenses, registers, or enrolments to passenger steamers, and thus might seriously interrupt the regular navigation of steamers and embarrass commercial business.

Section 21 provides for the salaries of local boards of inspectors. In many cases the salary is increased in consequence of the increased labor that will be thrown upon them by the necessary inspection of ferry-boats, tow-boats, and freight-boats; in some cases the labor will be nearly doubled, and in some cases an increase is provided where it has been found by experience that the salary previously fixed was insufficient to secure the services of suitable persons as inspectors. It also provides for the salaries of the new local boards proposed by the accompanying bill.

Section 22 has for its object to facilitate the renewal of licenses, by permitting collectors to administer the necessary oath, thus avoiding the necessity and expense of inspectors travelling long distances for this purpose.

Section 23 is intended simply to facilitate the execution of the provisions of the law, by permitting the reports to be made direct between the several boards, instead of through the collectors.

Section 24.—The object of this section is to secure the earliest possible information, of a reliable character, of all the particulars and circumstances attending any accident to a passenger steamer from which there has been loss of life, such information being deemed necessary for the guidance of the inspectors, and for the satisfaction of relatives and others interested.

Section 25.—This section is intended to relieve masters of steamers from the necessity of taking a list of the names of passengers, where their route is so short as to give insufficient time for that purpose.

Section 26.—This section is extracted from the act of July 7, 1838, being section 12 of said act, with the simple change that, by the provisions of said act, the officers were only responsible for loss of life on their own vessel; but by this section they are made responsible for any loss of life which shall result from their negligence on their own vessel or elsewhere.

Section 27.—This section merely provides that the reports from the supervising inspectors shall continue to be made as heretofore; and further, that reports of all occurrences affecting the administration and operation of the law shall be made in such manner as to become matter of record.

Section 28.—This section merely designates the vessels to which the provisions of the bill shall apply.

Section 29 provides that the inspectors acting under the law of 1838 shall no longer continue to act, as all the duties imposed upon them will be performed by the inspectors under the law of 1852 after the accompanying bill shall go into effect.

Section 30.—This section merely specifies the time when the various provisions of the bill shall take effect.

Many other points have been suggested to your committee as desirable to be incorporated in the accompanying bill; but they feel assured that in legislation of this nature minute details should be avoided so far as is compatible with the attainment of the object proposed. They have therefore preferred, as far as possible, to include all the necessary details in its general provisions, being satisfied that, by so doing, the law can be carried into effect in a more satisfactory and efficient manner.

Your committee desire to call attention to the fact that there now are, and have been constantly since the passage of the act of 1852, two sets of steamboat inspectors—the one acting under the law of 1838, and the other under the law of 1852, and all the fees for inspection under the law of 1838 were retained by the inspectors. Should, however, the accompanying bill be passed, the inspectors under the law of 1838 will be discontinued, and the fees which have formerly been received by them will be paid into the United States treasury, and the duties heretofore performed by them will be performed by the inspectors under the law of 1852.

It is confidently anticipated that, aside from other benefits which will result from this change, the expense of carrying out the various steamboat laws will be very materially reduced, and the whole be more beneficially and economically carried into execution.

In addition to the local inspectors in certain collection districts provided for in the ninth section of the act of 1852, it is proposed to establish four more local boards at points where the commerce has increased, since the passage of the law, to an extent so as to render an increase of local inspectors absolutely necessary, if it be intended to have the law executed. At the points where it is proposed to establish the additional local boards, it is impossible for the present force to execute the law. Your committee are adverse to the establishment of new boards and the creation of new officers in any case where they can be dispensed with without manifest prejudice to the public interest; but it is submitted that the reasons for the creation of the new boards proposed are such as to make further legislation in that regard necessary.

There have been submitted to your committee many inventions having for their object greater immunity from the various kinds of accidents to which steam-vessels are subject, or increased conveniences and facilities for saving life in case of accident occurring; but they have deemed it unwise to recommend legislation for the benefit of any particular invention for these several purposes, and thus in a manner exclude from use new and perhaps more valuable inventions that may be hereafter made.

They believe the true course to be simply to legislate upon the gene-

ral provisions for safety, and the principles upon which those provisions are to be applied, and trust to the competition of the inventive talent of the country to produce and bring forward the best means by which the objects of the law are to be attained.

The points where it is proposed to establish the new boards are Galena, Illinois; Oregon city, Oregon Territory; Paducah, Kentucky, and Memphis, Tennessee. In regard to Galena and Oregon, the committee submit the following letter from the late Secretary of the Treasury on the subject:

TREASURY DEPARTMENT, *April 21, 1856.*

SIR: I have examined the bill to amend the act passed the 30th of August, 1852, for the better security of the lives of passengers, &c., with the remarks of the board of supervising inspectors, and think the new provisions well calculated to effect the objects intended by the original act; and doubt not, if it receive the sanction of Congress, that the law can be better and more satisfactorily enforced.

I have feared the new boards of local inspectors, provided in the 14th section, might open the door to the creation of boards at many places where they were not needed, and render the execution of the law inefficient by the too great multiplication of the officers. After a consultation with the board, and hearing their reasons for the establishment of the boards at Galena and Oregon, I see the propriety of boards at those places, and that the same necessity does not exist at other places; and that, with a prompt and vigilant service on the part of the boards authorized, the law can be carried into effect without inconvenience to the interest involved.

The department, in order to see that the law was executed, has sent an agent to visit and report upon the operation of the law and its execution in the several districts, and to attend the meetings of the board, under the general supervising authority vested in the Secretary. It would be more effectual to give the department direct authority to do this, and let the department have a representative in the deliberations of the board.

To effect this, I submit the enclosed amendment to be added to the 26th section of the proposed act.

I am, very respectfully,

JAMES GUTHRIE,
Secretary of the Treasury.

Hon. E. B. WASHBURN,
Chairman of the Committee on Commerce, Ho. of Reps.

The committee further submit the following official information in regard to the commerce and steamboat interest of Galena, which shows that port to be the third in importance on the Mississippi river, from New Orleans to the falls of St. Anthony. For all this amount of commerce, and the great number of steamboats to be inspected at Galena, and other points on the upper Mississippi river, there is no local board of inspectors, and it has been utterly impossible for the supervising inspector for that district (who resides at Monroe, Michigan, nearly five hundred miles distant,) to carry out the law, without the aid of a board of local inspectors at this point.

A.

GALENA, *January 9, 1858.*

MY DEAR SIR: Your favor of the 12th ultimo, requesting transcripts in detail of the business of my office, has been received. I have been delayed in getting up the statements which you desire, on account of my official reports and accounts, which were necessary to be rendered to the department for the month of December. I now have the pleasure of transmitting you abstracts and statements of all the leading business transacted in my office for the year ending the 31st of December, 1857, together with a statement from wharf masters, books of arrivals, &c.; the latter I cannot give as strictly official, but have no doubt of its correctness. I would remark, in relation to the statement of the steamboats inspected for the past year, that it is difficult to arrive at the exact number inspected on the Upper Mississippi, for the reason that the inspector only returns to my office the boats that properly belong to this port; and I have no doubt but the number would reach about thirty, which is an increase of seven over the previous year, and also exclusive of the four new steamers lately built by the "Galena and Minnesota Packet Company," which were inspected before coming into this place, and which will be added to the number of inspections for next season. These facts, in connexion with the number of pilots and engineers annually licensed, I think, cannot fail to be regarded as an important consideration for an amendment of the steamboat act providing for a local board for the Upper Mississippi. My opinion is, that the business at present, aside from any increase in our commerce, is sufficient to occupy the time and attention of an inspector, or local board, without being called away from the Mississippi; and I have no doubt our supervising inspector would fully agree with me in this opinion.

Very respectfully, your obedient servant,

DANIEL WANN, *Surveyor, &c.*

Hon. E. B. WASHBURN, M. C.,
Washington City.

B.—Abstract of inspect on of steam vessels at the port of Galena for the year ending December 31, 1857.

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SECURITY OF LIVES OF PASSENGERS, ETC.

Date of inspection.		Denomination and name of vessel.	Name of master.	No. of vessels inspected.	Tonnage.	Date of inspection fees rec'd.	Total amount.
1857.		<i>Steamers.</i>			<i>Tons and 95ths.</i>	1857.	
April	10	John McKee	Leroy Dodge	1	140 00	April 10	\$25 00
April	15	Ocean Wave	J. M. Andrews	2	235 16	April 15	25 00
May	19	Granite State	Wm. H. Gabbert	3	274 76	May 19	25 00
May	25	Clarion	J. C. Hoffman	4	72 67	June 11	20 00
May	28	North Star	J. B. Young	5	82 28	June 11	20 00
May	28	H. M. Rice	N. B. Kerr	6	169 01	June 13	20 00
May	21	Northern Belle	J. Y. Hurd	7	329 65	June 19	25 00
May	25	Fire Canoe	R. M. Spencer	8	166 15	June 24	25 00
July	8	Orb	(Not returned)	9	225 00	August 19	25 00
June	23	Galena	Wm. H. Laughlin	10	297 29	August 23	25 00
July	29	Kate Cassel	J. W. Washington	11	167 48	August 25	25 00
June	20	Equator	D. C. Marion	12	61 85	September 12	20 00
July	11	Hamburg	A. J. Bently	13	206 00	October 6	25 00
June	22	War Eagle	A. T. Kingman	14	296 74	October 6	25 00
June	22	Golden Era	John Scott	15	209 41	October 6	25 00
September	25	City Belle	Wm. H. Laughlin	16	187 00	October 6	25 00
September	25	Alhambra	Wm. H. Gabbert	17	215 75	October 6	25 00
September	28	Flora	N. F. Webb	18	159 75	October 6	25 00
November	12	Fred. Lorens	J. W. Parker	19	236 39	November 13	25 00
June	26	H. S. Allen	E. C. Strong	20	41 31	Certificates not taken out and official fees unpaid.	
August	25	Ben. Campbell	Leroy Dodge	21	267 00		
August	26	John McKee	James R. Keech	22	140 00		
September	25	Comet	D. B. Branch	23	86 48		
		Total		23	4,217 53		455 00

The foregoing abstract will agree with my accounts rendered monthly to the First Auditor, except the four last mentioned vessels, which have not been returned for the reason that the inspection fees have not been paid.

The boats inspected at Dubuque and St. Paul are not embraced in this statement, although they belong to the eighth inspection district. They no doubt are returned by the proper officers of the customs to which they belong, and would likely make the number of inspected steamers on the upper Mississippi reach about thirty.

Number of vessels inspected from the year 1853 to 1857, inclusive.

For 1853.....	3 Steamers	Dubuque and St Paul included.
1854.....	6...do.....	Do Do
1855.....	18...do.....	Do Do
1856.....	16...do.....	Exclusive of Dubuque and St. Paul
1857.....	23...do.....	Do Do

C.

Statement of the number and names of licensed pilots and engineers at the port of Galena for the year 1857.

PILOTS.

George W. Scott
 John R. Campbell
 Hiram R. Biddle
 P. R. Cormack
 Jerome Smith
 W. L. Faucett
 Leroy Dodge
 O. L. West
 William H. Grapevine
 Samuel Humberstone
 William E. Hartshorn
 M. W. Smith
 W. H. Morse
 Hudson Nichols
 O. T. West
 C. R. Woodworth
 William J. Dolson
 J. V. Webber
 Alex. Grant
 J. G. Churchill
 O. H. Maxwell
 Joseph Gaudupe
 Louis Roberts
 Nelson Roberts
 Charles Temens
 Samuel H. Harlow

Richard McLagan
 William Spencer
 John Haycock
 John F. Luckey
 Jeremiah Webber
 Edwin Bell
 A. M. Hutchinson
 C. L. Richardson
 John C. Hoffman
 O. M. Kirby
 A. R. Young
 James Holmes
 James McDonald
 J. B. Young
 John P. Arnold
 A. E. B. Hall
 P. Moran
 C. P. V. Lull
 C. E. Sencerbox
 Elicot Haycock
 D. D. Williams
 Judson T. West
 Wm. A. Dunton
 Wm. F. Fisher
 George Nichols
 John W. Milton

J. R. Hewitt
James M. Carrow
Oscar F. Knapp
William A. Griffy
Abner St. Cyr

Joseph Stone
Wm. Rambo
A. Lamont
John Hestleby—61.

ENGINEERS.

Oliver C. Stephens
Henry Whitmore
Wm. Briggs
M. L. Mikesell
Henry Webster
Robert A. Fitzsimons
Henry Miller
Thomas Dodge
George Hale
Hiram Bursie
Simeon Mikesell
Augustus Allendorph
H. J. McKee
Ed. R. Able
Charles Meeds
Isaac Swain
Cyrus N. Wells
George S. Sargent
James Kenister
Robert Collins
Henry Smith
James Livesey
Ed. O. Peck
William McCraney
Matthew A. Hurd
John Curley
Isaac Fairfax

Hiram Hunt
James Hunt
Oliver Troxill
John V. Webber
R. P. McCuen
Jeremiah Webber
Ambrose Doyle
Robert Duffy
Samuel Prentiss
John Connolly
A. R. Young
John McCausland
George Frazier
Joseph Ross
John Ross
Wm. Swaine
Joseph E. Buchanan
Wm. J. Hamilton
Wm. A. Davis
Robert T. Hodges
Joseph Andrews
James H. Ray
Samuel Hunter
Thomas W. Jack
Philip Keen
Almon McKee
Wm. A. Rosevelt—54.

Licensed pilots..... 61
Licensed engineers..... 54

115 for 1857.

I would remark, in relation to this statement, that the list of pilots and engineers licensed at this port are only those returned by Mr. Lewis, the supervising inspector, and no return of those licensed by the local board of Chicago, who, I have no doubt, licensed quite a number during the year.

DANIEL WANN, *Surveyor*.

CUSTOM-HOUSE, *Galena*, December 31, 1857.

D.

Statement of enrolled tonnage of the port of Galena.

Denomination and name of vessel.	Name of Master.	Tonnage.
		<i>Tons and 95ths.</i>
Steamer Northern Belle	329 65
Tishomingo	188 09
Luella	122 25
Hamburg	206 62
Falls City	183 03
War Eagle	296 74
Galena	297 29
Golden Era	209 41
Alhambra	187 00
City Belle	215 75
Adelia	127 27
Lucie May	171 59
Fred. Lorens	236 39
Northern Light	414 00
Ocean Wave	235 16
Granite State	274 76
Milwaukie	402 60
Grey Eagle	382 75
North Star	82 28
Total enrolled tonnage of Galena	4,563 03

DANIEL WANN,
Surveyor of Customs.

DECEMBER 31, 1857.

E.

GALENA, *December 26, 1857.*

DEAR SIR : At your request, I have obtained from the wharf-master of this city the amount of tonnage engaged in the trade at this port for the year 1857, viz :

86 steamboats, tonnage	13,968
27 barges, tonnage.....	2,970

Total at this port.....	16,938
To which may be added the Prairie du Chien packets owned here	725

Total amount of tonnage registered.....	17,663
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There is a number of sail craft engaged in the trade not taken into account in the above of amount tonnage.

The number of arrivals at this port during the season of 1857, commencing the 1st April and ending November 12, was 590.

Yours, truly,

THOS. D. CONNOR.

Mr. DANIEL WANN,
Collector of the Port of Galena.

From facts and statistics submitted to the committee in relation to the commerce and the number of steamboats running to, laying up, and being built at Paducah, Kentucky, they are of opinion that a local board of inspectors at that point is necessary to be created. The late Secretary of the Treasury, to whom the subject was submitted by the last Congress, is found to concur with the committee on this subject, as appears by the following letter:

TREASURY DEPARTMENT, *December 12, 1856.*

SIR: In response to the inquiry made by the Committee of Commerce upon the propriety of establishing a local board of inspectors at Paducah, Kentucky, I have the honor to state that the department has recommended the establishment of no local board of inspectors, unless the necessity for it was manifest, and as great as the necessity that induced the establishment of local boards by the original act. I have ascertained that Paducah is rapidly increasing in population and in the shipping business; that a large number of boats lay up there for repairs, and from thence descend early in the boating season. I think it would be a great convenience to have a local board of inspectors at Paducah, for the business of that place and Cairo, and the boats coming out of the Tennessee; and would consider the establishment of such a board in accordance with the principles of the original act.

I am, very respectfully,

JAMES GUTHRIE,
Secretary of the Treasury.

HON. E. B. WASHBURN,
Chairman of the Committee of Commerce.

Your committee also submit the following letter:

WASHINGTON, *January 24, 1859.*

SIR: In reply to your request that I should give my opinion of the necessity of establishing a board of local inspectors of steamers at Paducah, Kentucky, I beg leave to state that on account of the large number of steamers that undergo repairs while being laid up at Paducah during the summer on account of low water, and its greatly extended commerce, I should deem it important to the commercial interest that a board of local inspectors of steamers should be established at that port.

Very respectfully, your obedient servant,

JOHN SHALLCROSS,
Supervising Inspector, 6th district.

HON. HENRY C. BURNETT,
Washington, D. C.

In regard to the proposed local board at Memphis, the committee beg leave to submit the following letter of the honorable William T. Avery, a member of the House, showing conclusively to their minds the propriety and necessity of a local board at that city :

A.

WASHINGTON, January 26, 1859.

SIR: In response to your favor of inquiry concerning the number of steamboats in the Memphis trade, their tonnage, &c., showing the necessity of the establishment of an inspector's district at that place, I beg leave to submit the following facts, which have been gotten up with as much accuracy as could be done with the means of so doing which I could command.

Names of boats running regularly between New Orleans and Memphis.

Names.	Commanders.	Tonnage.	No. of men.
Eclipse	Clont	1,500	100
John Simons	Smith	1,500	100
Belfast	Wray	1,500	100
H. R. W. Hill	Newell	1,500	100
Ingomar	Paris	1,500	100
Choctaw	Silvers	1,000	90
Nebraska	Irwin	1,000	90

From St. Louis to Memphis, regularly.

Names.	Commanders.	Tonnage.	No. of men.
John H. Dickey	Able	400	60
J. H. Lucas	O'Neal	400	60
Philadelphia	Marshall	500	65

From Louisville to Memphis.

Names.	Commanders.	Tonnage.	No. of men.
Alvin Adams	Lamb	500	65
Moses McClellan	Irwin	400	60
Southern	Lippett	400	60

From Cincinnati to Memphis.

Names.	Masters.	Tonnage.	No. of men.
Glendale.....	Bougher.....	500	60
Memphis.....	Bougher.....	500	60
Hickman.....	Anderson.....	350	50

From Vicksburg to Memphis.

Names.	Masters.	Tonnage.	No. of men.
Frisbee.....	McManus.....	450	60
Victoria.....	Wilton.....	400	55
Morning Star.....	Mason.....	400	55

White River and Memphis packets.

Names.	Commanders.	Tonnage.	No. of men.
Admiral.....	Fleming.....	400	50
Return.....	Jones.....	300	45
Evansville.....	Blunt.....	300	45

Memphis and St. Francis packets.

Names.	Commanders.	Tonnage.	No. of men.
St. Francis No. 2.....	Woods.....	300	45
St. Francis No. 3.....	Benner.....	300	45
Comet.....	Kennett.....	300	45

Memphis and Nashville packets.

Names.	Commanders.	Tonnage.	No. of men.
Klime.....	Davis.....	300	45
City of Huntsville.....	Reeder.....	300	45
Alamo.....	Miller.....	300	45

Memphis and Obion river.

Name.	Commander.	Tonnage.	No. of men.
Obion.....	Miller.....	200	30

The Louisville, Cincinnati, St. Louis, Nashville, Evansville, Cairo, Tennessee river, Pittsburg, and all the boats on the tributaries of the upper Mississippi river that run to New Orleans, invariably stop at Memphis on their downward and upward trips, making upwards of 3,000 arrivals and departures annually at Memphis, exclusive of the regular packets above named.

A great many of the regular packets enumerated in the foregoing schedule lay up at Memphis every summer, besides others which lay up not in the regular trade.

I think, sir, that the above, although by no means a full and perfect schedule of the amount of business of this character transacted at the port of Memphis, is sufficient to satisfy any one of the great necessity of an inspection district at the city of Memphis.

All which is respectfully submitted.

Very respectfully,

W. T. AVERY.

Hon. E. B. WASHBURN &c.

The Louisville, Cincinnati, St. Louis, Nashville, Evansville, Cairo, Tennessee river, Pittsburg, and all the boats on the tributaries of the upper Mississippi river that run to New Orleans, inevitably stop at Memphis on their homeward and upward trips, making upwards of 3,000 arrivals and departures annually at Memphis, exclusive of the regular packets above named.

A great many of the regular packets enumerated in the foregoing schedule lay up at Memphis every summer, besides others which lay up not in the regular trade.

I think, sir, that the above, although by no means a full and perfect schedule of the amount of business of this character transacted at the port of Memphis, is sufficient to satisfy any one of the great necessity of an inspection district at the city of Memphis.

All which is respectfully submitted,
Very respectfully,

W. T. AVERY

Hon. H. H. WASHBURN